

# AND WE WANT 'EM, YOU KNOW.

We only had things as we want 'em, you know, and we wouldn't go so confoundedly slow.

For there's many a skip, and there's many a slip, and there's many a dip, and a dip, and a dip.

That makes us quite weary and bleary and blue, because we can't do as we'd all like to do.

If we had preachers who wouldn't grow prosy, if we only had doctors who wouldn't get dizzy, if lawyers weren't dry, if drinkers weren't dry, if folks wouldn't die, by and by, we'd all try.

To see how unblushingly good we could grow, because we'd have things as we want 'em, you know.

If only the world was built square, instead of round, then heart sense could be made of mere sound, if we had lots of cast, and similar trash, if without being rash, we could dash, like a flash.

Any daughter of Eve when we tried to do so, then we'd sooner have things as we want 'em, you know.

But when we get down to a mere business base, we find that we seem to have missed a fat place.

The outlook is dark, and we sigh like a Turk, and there's no chance to shirk, or to lurk.

While we work for our grub by the sweat of our brow here below, 'cause things isn't just as we want 'em, you know.

—Yankee Blade.

## NIPPING A MUTINY.

Our gunboat lay in the Mississippi, attached to Porter's flotilla, and I was acting as chief engineer. Our captain was a volunteer officer, an excellent sailor and a brave man, and if he had a fault it was that of over indulgence to his crew. Said crew was a motley collection, made up almost entirely of rivermen—flat boatmen, raftsmen, landing porters and longshoremen of all kinds—and too many of them were of a disposition to take advantage of kindness. They had no conception of duty, save that which was forced upon them, and they had evidently shipped with the impression that they would have but little work and little danger.

We were on the eve of stirring events. Word had come to us that we were to run the batteries of Vicksburg, and we knew there was warm work in store for us at Grand Gulf. One morning, upon going to the fire room, I found that two of the stokers, who should have been on duty, were absent; and, upon making inquiry, I heard that they had refused to do any more work. I called them to me, and asked what they meant. One of them—an ill-favored fellow, who had shipped at New Orleans—answered me that his time was out, and that he wanted his discharge. I informed him that, according to the rules of war, he must continue to do his duty until his discharge was received. He laughed at me and said he would like to see me make him work after his time was out.

I observed that quite a number of the crew had followed my stokers to the door of the fire room; and, from the glances which were exchanged, I was satisfied that the defection was not confined to my department.

I sought the captain and told him what had transpired.

"I know it—I know it," he said, nervously. "Nearly half the crew have refused to do further duty, and demand to be paid off and set on shore. They have not yet spoken with me, but I expect them every moment."

While we were conversing, the officer of the deck came into the cabin and informed the captain that a number of the crew had assembled in the gangway and demanded to see him. He rose, buckled on his sword and went out. In the starboard gangway were about forty of the men, headed by a stout, burly, dark visaged fellow named Basard. He was a bully and a blackleg. As the captain approached this man stepped forward, and said he had been chosen to speak for his companions. He wanted to understand that there was no particular leader in this business but that the terms of enlistment of forty-two of the men had expired, and they desired to be paid off and set on shore.

The captain spoke to them at first very moderately. He explained to them what were the rules of war. He told them that the mere expiration of a given time could not dissolve an enlisted man from his allegiance. Any open opposition to constituted authority before they were regularly discharged would be mutiny; and if such mutiny could not be quelled the efficiency of the service would be destroyed. Then he appealed to their patriotism. Would they break out and sneak away just as an opportunity was offered to face the enemy?

The men treated his appeal with scorn and contempt, and swore that they would do no more duty. And it was plain to be seen that they meant what they said. They were desperate characters, and fully believed that there was not power enough on board to overcome them. As I have said, they constituted nearly half the crew, and we knew that the other half could not be depended upon to resist them with arms.

Finally the captain told them he would go and see the commodore and explain the matter to him; and the men went forward, swearing that they would never return to duty, let come what would.

When the captain's boat was ready he asked me to accompany him, as the first demonstration of mutiny had been made to me. We found the commodore just sitting down to dinner, and he invited us to join him; and while the meal was in progress the captain told his story. Porter listened very attentively, and at its conclusion he said, with a smile: "All right, captain. I guess there won't be much trouble. I will come on board during the afternoon and see if I can straighten things out for you."

After this the commodore turned the conversation upon other subjects, and

when we had eaten, and smoked our pipes, we returned to our vessel. And Commodore Porter was not far behind us. At 2 o'clock he came on board, accompanied by a lieutenant and twenty marines. His first move was to direct the crew to be mustered aft; and while this was being done the marines were drawn up on the starboard side of the quarterdeck in two ranks—the crew mustering upon the opposite side. When all was quiet the commodore advanced from his position against the taff rail and addressed our men.

"Look ye, my men," he said in his abrupt, authoritative way, "I am informed that some of you refuse to do duty. You know very well that you can't be discharged to-day. The thing is impossible, and the good of the service will not permit that you shall refuse to obey your officers. As the roll is called those who are not willing to do further duty will, in answer to their names, go forward to the fore-castle. The others will remain as they are."

The steward commenced to call the roll, with a pause after each name. Two, at least, of those who had appeared at the gangway answered to their names without moving. At length the name of Louis Basard was called and he went forward, and when he started these other two, who had tremblingly hesitated, followed. When the roll was finished forty men had gone to the fore-castle, and there they stood, dogged and determined—at least so they tried to appear, though it was very evident that some of them wished they were safer out of the scrape, for there was danger to them in the look of the eagle-eyed chief.

The commodore caused the marines to be drawn up across the waist, facing forward, and when this had been done he ascended the gangway ladder and turned towards the mutineers.

"Now, my men, I want you to return to your duty. Those who are willing to do so may lay aft. Marines, attention! Ready! Aim!"

The marines cocked their rifles and brought them to their shoulders, the muzzles covering the closely huddled pack upon the fore-castle. Most of the mutineers paled and trembled. This was worse than running the batteries at Vicksburg.

"Look ye," pursued the commodore, drawing out his watch. "I will give you just one-half minute—not one second more! In thirty seconds I shall fire! Now, report for duty or stay where you are!"

Perhaps five seconds passed, during which a stillness like the hush of death reigned upon the deck of his watch, and his lips were ready to pronounce the fatal word. The spirit of insubordination was growing weak in the presence of a power that held life and death at will. A few seconds more and my two stokers broke from the gang and came aft, and they came not alone. Through the gap thus opened others followed—followed in a continuous line—until the fore-castle was vacant. Every man had reported for duty.

Porter put up his watch and stepped down.

"Captain," said he, as he came upon the quarterdeck, "I have an order for you, and I will assume all responsibility in the event of its execution. The first man of your crew who refuses to do duty, shoot him on the spot!"

But our captain had no call for turning his pistol against his own men. They had discovered what mutiny really meant, and had no desire to experiment therein again—at least while the broad pennant of Commodore Porter was in sight.—(New York World.)

## The Story of a Book Clerk.

Mark Twain told a good story the other day. It illustrated his point that all the clerks in our bookstores are not the best informed in literary matter.

The humorist's wife and a friend recently went into a bookstore, in a city of good size, not many miles from New York.

Accosting a clerk, Mrs. Clemens said that her friend desired to secure a copy of Taine's "Ancient Regime."

"Beg pardon, what book did you say?"

Mrs. Clemens repeated the author and title of the book.

Going to the rear of the store the clerk soon returned, only to inquire: "May I ask you to repeat the name of the author?"

"Why, Taine," repeated Mrs. Clemens, becoming a little annoyed.

Assuming an air of superior knowledge, and looking at his customer with a piteous glance of sympathy, he ventured to Mrs. Clemens:

"Pardon me, madam, but you have the name a trifle wrong. You mean Twain—not Taine."

It takes Mark Twain to tell the story.

Each man thinks all men mortal but himself. Each merchant thinks the others are more likely to fall behind in the race than he. Printers' Ink gets a good drive at some self-complacent business men after this fashion: "I am at the head of the trade; why should I advertise?" said a prominent manufacturer of cocoa. He was sure that he was right. The majority of his business friends agreed with him. He might as well have said, "I am in good health; why should I insure my life?" But none of them looked at it in that way. Asleep in his feeling of security, he did not realize the necessity of erecting a fortification of advertising around his business, and although he had a grand start of all his competitors, younger houses grew more active as he grew older, foreign competition came in despite the tariff, and his declining years were mortified by his taking second place; next, third place; finally, fourth, fifth and sixth place in mercantile rank."

To those who need a pleasant Tonic for any kind of debility, we can recommend "Clement's" as the best. For sale by HOLLISTER & CO.

## Advertisements.

### WILDER'S STEAMSHIP CO.'S



#### TIME TABLE:

### STMR. KINAU,

CLARKE, Commander.

Will leave Honolulu at 2 o'clock P. M., touching at Lahaina, Maui Bay and Makana the same day; Mahukoua, Kawaihae and Laniphoehoe the following day, arriving at Hilo at midnight.

#### LEAVES HONOLULU

Friday.....	July 17
Tuesday.....	" 23
Tuesday.....	" 30
Friday.....	" 31
Tuesday.....	" 6
Friday.....	" 13
Tuesday.....	" 20

#### ARRIVES AT HONOLULU

Saturday.....	July 25
Wednesday.....	" 31
Saturday.....	" 1
Wednesday.....	" 7
Saturday.....	" 14
Wednesday.....	" 20
Saturday.....	" 27
Wednesday.....	" 3

\*Arrives on Tuesday in order to connect with out-going mails for San Francisco.

†No Freight will be received after 12 noon of day of sailing.

### STMR. CLAUDINE,

DAVIES, Commander.

Will leave Honolulu every Tuesday at 5 o'clock P. M., touching at Kahala, Huelo, Hanalei, Hanalei and Kapaemahu. Returning will arrive at Honolulu every Sunday morning.

\*No Freight will be received after 4 P. M. on day of sailing.

Consignees must be at the landings to receive their freight, as we will not hold ourselves responsible after such freight has been landed. While the Company will use due diligence in handling live stock, we decline to assume any responsibility in case of the loss of same, and will not be responsible for money or jewelry unless placed in the care of Parcels.

W. C. WILDER, President.  
S. B. ROSE, Secretary.  
Capt. J. A. KING, Port Supt. 1350-q

### E. G. SCHUMAN

Hotel Street near Fort.

Fine Columbus Buggy Co.'s

### Phaetons and Carriages

For Sale Cheap! Warranted to Wear!

A Large Assortment of

### Carts, Brakes and Wagons.

E. G. SCHUMAN

Carries a Large Stock of

### Cart, Wagon and Carriage

MATERIALS,

Hubs, Spokes, Felloes, Rims,

OAK, HICKORY SECOND GROWTH ASH.

All of which are offered at Reduced Prices.

Correspondence Solicited.

4350-S H HONOLULU, H. I.

### Wing Wo Tai & Co.

Importers and Wholesale Dealers in

Chinese, Japanese, American and

EUROPEAN GOODS.

Per Bark VELOCITY, from China.

RATTAN CHAIRS,

And a full line of

Japanese Crockery,

Campfire Trunks, White Silks,

Pongee Silks, Silk Handkerchiefs,

Manila Cigars, best quality, etc.

1356-Jay

### ROUYER, GUILLET & CO.,

COGNAC, FRANCE.

For Ten Years the Largest Shippers of Bulk

### BRANDY

Apply Direct or to London Branch.

Rouyer, Guillet & Co.,

30, Mark Lane, London, E. C.

(1350-17)

## General Advertisements.

### NORTH BRITISH AND MERCANTILE Insurance Company.

TOTAL ASSETS AT DECEMBER 31st, 1890.

1-Authorized Capital.....	£3,000,000
2-Subscribed.....	£2,750,000
3-Paid-up Capital.....	£2,750,000
4-Profit and Loss.....	£2,750,000
5-Life and Annuity Funds.....	£2,750,000

Revenue Fire Branch..... £1,435,318 6 10

Revenue Life and Annuity Branches..... £62,579 6 1

22,488,197 12 11

The accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

### ED. HOFFSCHLAGER & CO.

1341-ly Agents for the Hawaiian Islands.

### Fire Insurance Company.

The undersigned having been appointed Agents of the above Company, are prepared to insure risks against fire on Steam and Brick Buildings, and on Merchandise stored therein, on the most favorable terms. For particulars apply at the office of P. A. SCHAEFER & CO. 1356-ly

### GERMAN LLOYD

Marine Insurance Company, —OF BERLIN—

### FORTUNA

General Insurance Company, —OF BERLIN—

The above Insurance Companies have established a General Agency here, and the undersigned, General Agents, are authorized to take Risks against the Dangers of the Seas at the Most Favorable Terms.

1359-ly F. A. SCHAEFER & CO., General Agts.

### GENERAL INSURANCE COMPANY,

For Sea, River & Land Transport —OF DRESDEN—

Having established an Agency at Honolulu for the Hawaiian Islands, the undersigned General Agents, are authorized to take Risks against the Danger of the Sea —AT THE—

Most Reasonable Rates, and on the Most Favorable Terms.

F. A. SCHAEFER & CO. 1356-ly Agent for the Hawaiian Islands.

### FIRE INSURANCE AGENCY

OF A. JAEGER.

No. 14 Kahuahana Street, —Honolulu—

### HAMBURG-MAGDEBURG FIRE INSURANCE CO. of Hamburg, Germany.

LION FIRE INSURANCE CO. of London, England.

ORIENT INSURANCE CO. of Hartford, Conn.

NATIONAL FIRE INSURANCE CO. of Hartford, Conn. 1344-ly

### Northern Assurance Company.

[ESTABLISHED 1836.]

Accumulated Funds: £3,000,000

The agent of this Company in Honolulu has received instructions to

### Reduce the Rates of Life Insurance

In this country to a minimum rate, without extra premium for residence in the Hawaiian Islands.

Among the principal advantages attaching to a Life Policy in the "NORTHERN," attention is specially drawn to the following:

SURRENDER VALUES of Lapsed Policies are held at the discretion of the Assured for Six Years.

IMMEDIATE PAYMENT of Claims, without deduction of discount.

ABOLITION of restrictions on Foreign Travel and Residence. Theo. H. Davies & Co. 1343-ly AGENTS.

### TRANS - ATLANTIC

Fire Insurance Company, —OF HAMBURG—

Capital of the Co. and Reserve Funds, 5,000,000 marks.

Capital their Re-Insurance Companies, 104,500,000 marks.

Total.....Reichsmarks 109,500,000

### NORTH GERMAN

Fire Insurance Company, —OF HAMBURG—

Capital of the Co. and Reserve Funds, 5,500,000 marks.

Capital their Re-Insurance Companies, 32,000,000 marks.

Total.....Reichsmarks 37,500,000

The undersigned, General Agents of the above three Companies for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, &c., also Sugar and Rice Mills, and vessels in the harbor, against loss or damage by fire, on the most favorable terms. H. HAEFFEL & CO. 1359-ly

### W. H. RICE,

STOCK RAISER and DEALER

BREEDER OF

Fine Horses and Cattle

From the Thoroughbred

Arabian Stallion.....ALIF

Norman Stallion.....SPAYDON

Norman Stallion.....ROYER

ALSO A CHOICE LOT OF

Bulls, Cows and Calves

From the Celebrated Bulls

Sussex, Hereford, Ayrshire & Durham

A LOT OF

Fine Saddle and Carriage Horses

FOR SALE.

2 PURE BRED

HEREFORD BULLS FOR SALE

Tourists and Excursion Parties desiring Single, Double or Four-in-hand Teams or Saddle Horses can be accommodated at W. H. Rice's Livery Stables.

All communication to be addressed to 1319-ly W. H. RICE, Lihoe, Kaua

## General Advertisements.

### Boston Board of Underwriters.

AGENTS for the Hawaiian Islands, C. BREWER & CO. 1344-ly

### Philadelphia Board of Underwriters.

AGENTS for the Hawaiian Islands, C. BREWER & CO. 1344-ly

### Insurance Notice

The Agent for the British Foreign Marine Insurance Company (Limited) has received instructions to Reduce the Rates of Insurance between Honolulu and Port of the Pacific, and is now prepared to issue Policies at the lowest rates, with a special reduction on freight per steamers. THEO. H. DAVIES & CO. 1343-ly Agents Brit. For. Mar. Ins. Co., Limited.

### FIRE INSURANCE.

### Royal Insurance Co

LIVERPOOL, Capital and Funds, \$29,000,000

UNION—New Zealand, Capital, \$10,000,000

—TAKE RISKS ON—

BUILDINGS, MERCHANDISE, MACHINERY, FURNITURE, And all other Insurable Property at Current Rates.

JOHN S. WALKER, 1322-ly Agent for Hawaiian Islands.

### MARINE INSURANCE.

The undersigned is authorized to take Marine Risks on

HULLS, CARGOES, FREIGHTS and COMMISSIONS.

At Current Rates in the following Companies, viz:

Union Fire and Marine, of New Zealand.

Magdeburg General Ins. Co.,

Sun Insurance Co., San Francisco.

JOHN S. WALKER, 1322-ly Agent for Hawaiian Islands.

### The Liverpool and London and Globe

INSURANCE CO

[ESTABLISHED 1863.]

Assets.....\$40,000,000

Net Income.....\$9,070,000

Gross Profit.....112,569,000

Takes Risks against Loss or Damage by fire on Buildings, Machinery, Sugar Mills, Dwellings and Furniture, on the most favorable terms.

Bishop & Co. 1322-ly

### BEAVER SALOON

H. J. NOITE, Proprietor.

Beats to announce to his friends and the public in general